BookletChart™

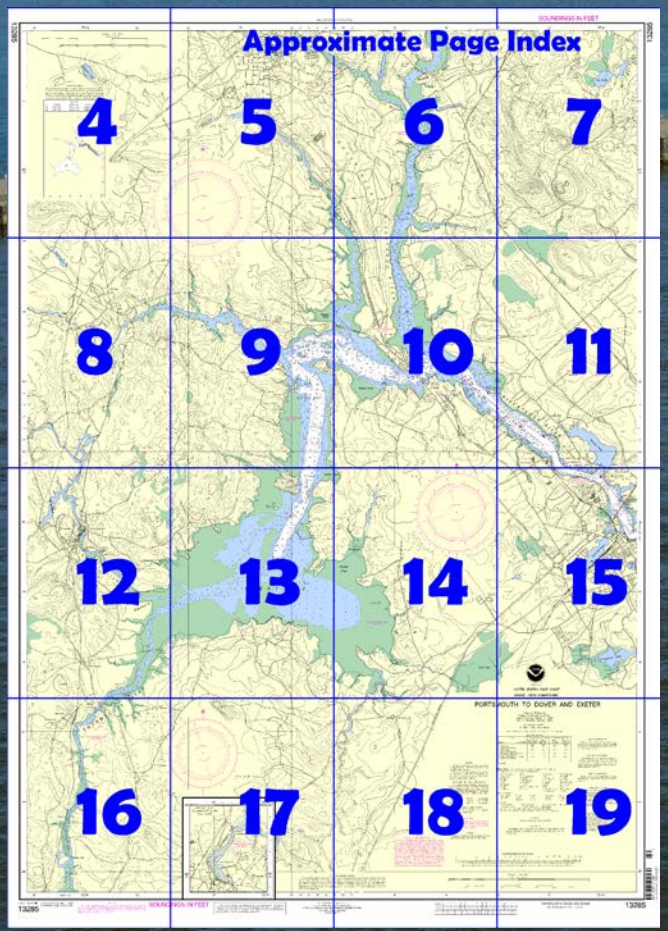
Portsmouth to Dover and Exeter

NOAA Chart 13285

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13285.

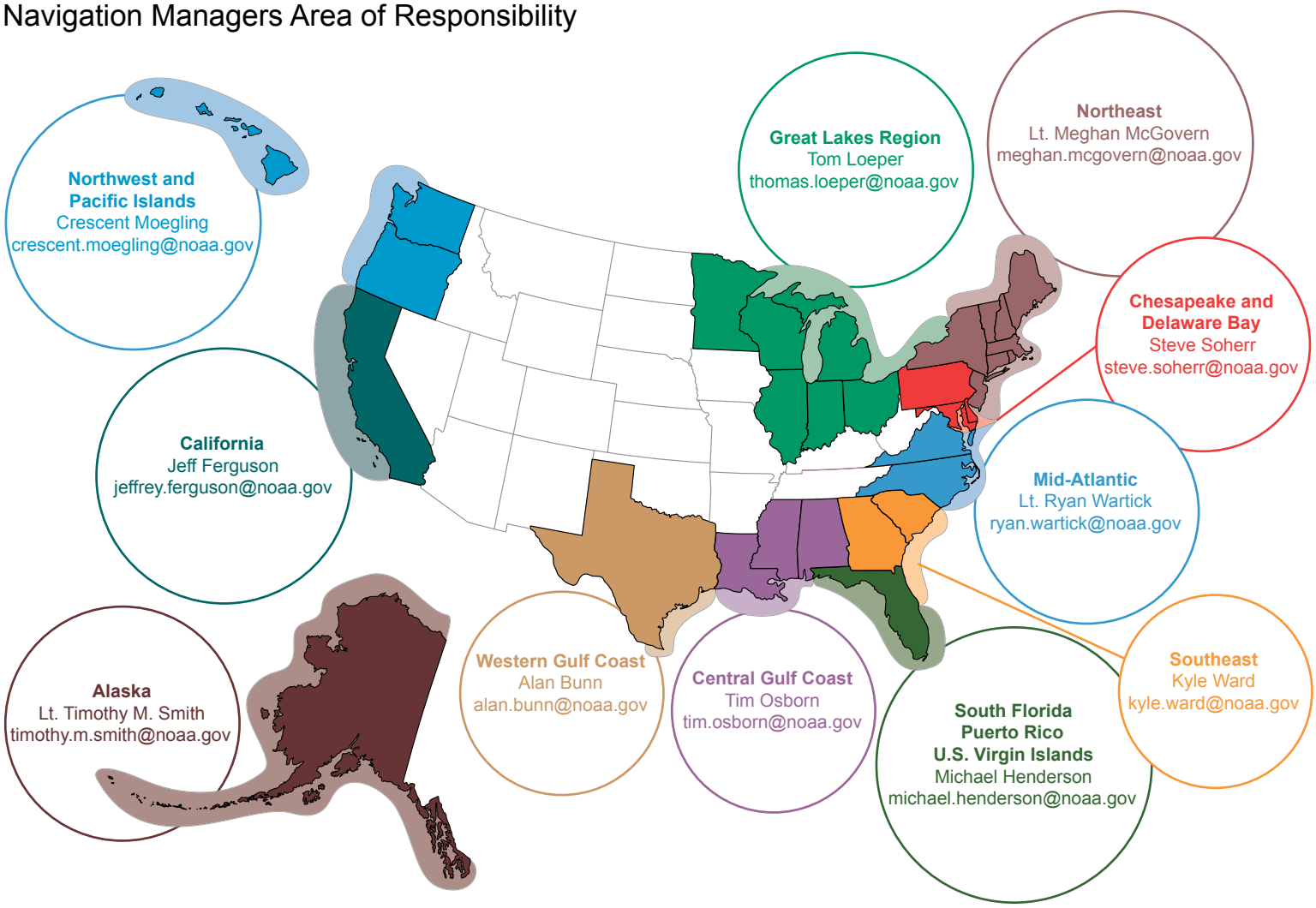
(Selected Excerpts from Coast Pilot)
Brave Boat Harbor (43°06.0'N., 70°39.6'W.), 2 miles southwestward of York Harbor, has a few private landings, but no facilities. Some local small craft were observed there, but the surf is reported to break clear across the entrance with the least sign of weather. Two old railway trestles cross the streams entering into it about 0.2 mile above the entrance.
Cutts Island, on the south side of the entrance, is connected with Gerrish Island to the south of it by a natural seawall of stones and rock thrown up by winter gales. A public beach is at the north end of the seawall.

Moores Rock, covered 5 feet and unmarked, is about 0.5 mile eastward of the entrance to Brave Boat Harbor. A long reef which uncovers 4 feet is about 0.3 mile southeastward of the entrance.
Two dangerous ledges are 2.5 miles offshore. **York Ledge,** the northernmost, covered 3 feet and 2.9 miles southeastward of York River, is marked on the east side by a buoy. **Murray Rock,** 1.5 miles south-southwestward of York Ledge, is covered 6 feet, and has a buoy off its southwest side. A lighted whistle buoy is 1.5 miles eastward of Murray Rock and southeastward of York Ledge. Between these ledges and the shore, the bottom is very broken and vessels are advised to pass outside of the lighted whistle buoy. In 1997, a dangerous rock covered by 24 feet of water protruding from a rocky ledge was reported in about 43°03'45"N., 70°35'59"W., about 0.7 mile southeast of Murray Rock. Broken ground covered 24 to 39 feet, extends 2 miles south-southeastward of the buoy marking Murray Rock.
Portsmouth Harbor, 37 miles southwestward of Cape Elizabeth and about 25 miles northward of Cape Ann Light, is the only harbor of refuge for deep-draft vessels between Portland and Gloucester. No large vessel should proceed northward of Kitts Rocks Lighted Whistle Buoy 2KR (43°03.0'N., 70°41.5'W.) without a pilot; the anchorage area is limited.
Portsmouth Harbor is at the mouth of Piscataqua River and is the approach to the cities of Portsmouth and Dover, and the towns of New Castle, Kittery, Newmarket, Durham, Newington, and Exeter.
Several U.S. Navy activities, including the **Portsmouth Naval Shipyard** and a regional medical clinic, are on **Seavey Island** at Kittery, on the north side of the harbor opposite Portsmouth.
A **Regulated Navigation Area** has been established in the vicinity of the Portsmouth Naval Shipyard on Seavey Island. (See **165.1 through 165.13 and 165.101,** chapter 2, for limits and regulations.)
A moving safety zone is established surrounding tank vessels carrying Liquified Petroleum Gas (LPG) while transiting Bigelow Bight, Portsmouth Harbor and the Piscataqua River. (See **165.20, 165.23 and 165.103,** chapter 2, for limits and regulations)
Restricted areas are at the east end of Seavey Island in the cove between Clarks, Seavey, and Jamaica Islands and at the west end of Seavey Island from Henderson Point along the shore to the combined highway and railroad bridge across Back Channel. (See **334.50,** chapter 2, for limits and regulations.)
A security barrier has been established inside the regulated navigation area and the western restricted area.
Portsmouth is a city on the south bank of Piscataqua River about 4 miles above the entrance to the harbor.
Foreign trade is in petroleum products, gypsum, frozen fish, fish products, and salt. Oil shipments in tankers, drawing as much as 35 feet, arrive frequently, except during the summer.
Coastwise trade is in arrivals of oil tankers drawing up to 35 feet. The shipment of cable from Newington is of major importance.
The harbor, of sufficient depth to accommodate large deep-draft ships, is open throughout the year, though vessels may be hampered somewhat in passing through the two lift bridges to deepwater berths above the city.
New Castle, a village on the south side of the harbor and the northern part of **New Castle Island,** is reached from Portsmouth by a highway connecting the islands on the south side of the harbor. The island is of considerable importance as a summer resort.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Boston	Commander 1st CG District Boston, MA	(617) 223-8555

Navigation Managers Area of Responsibility

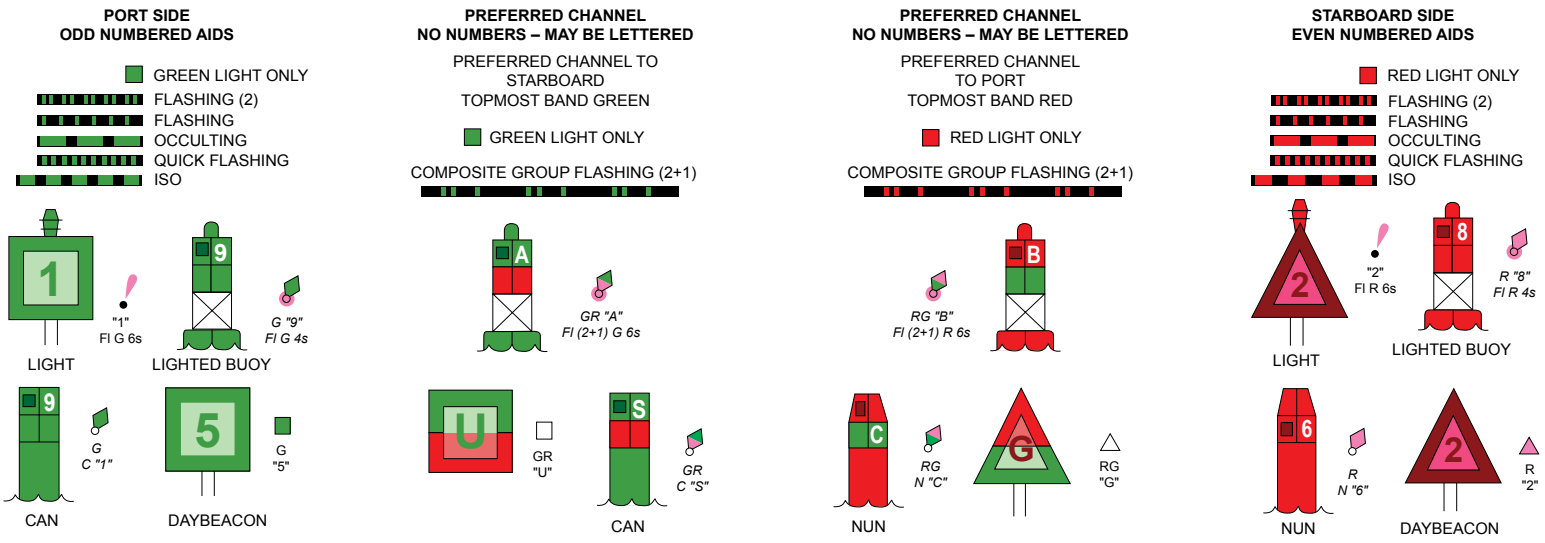


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

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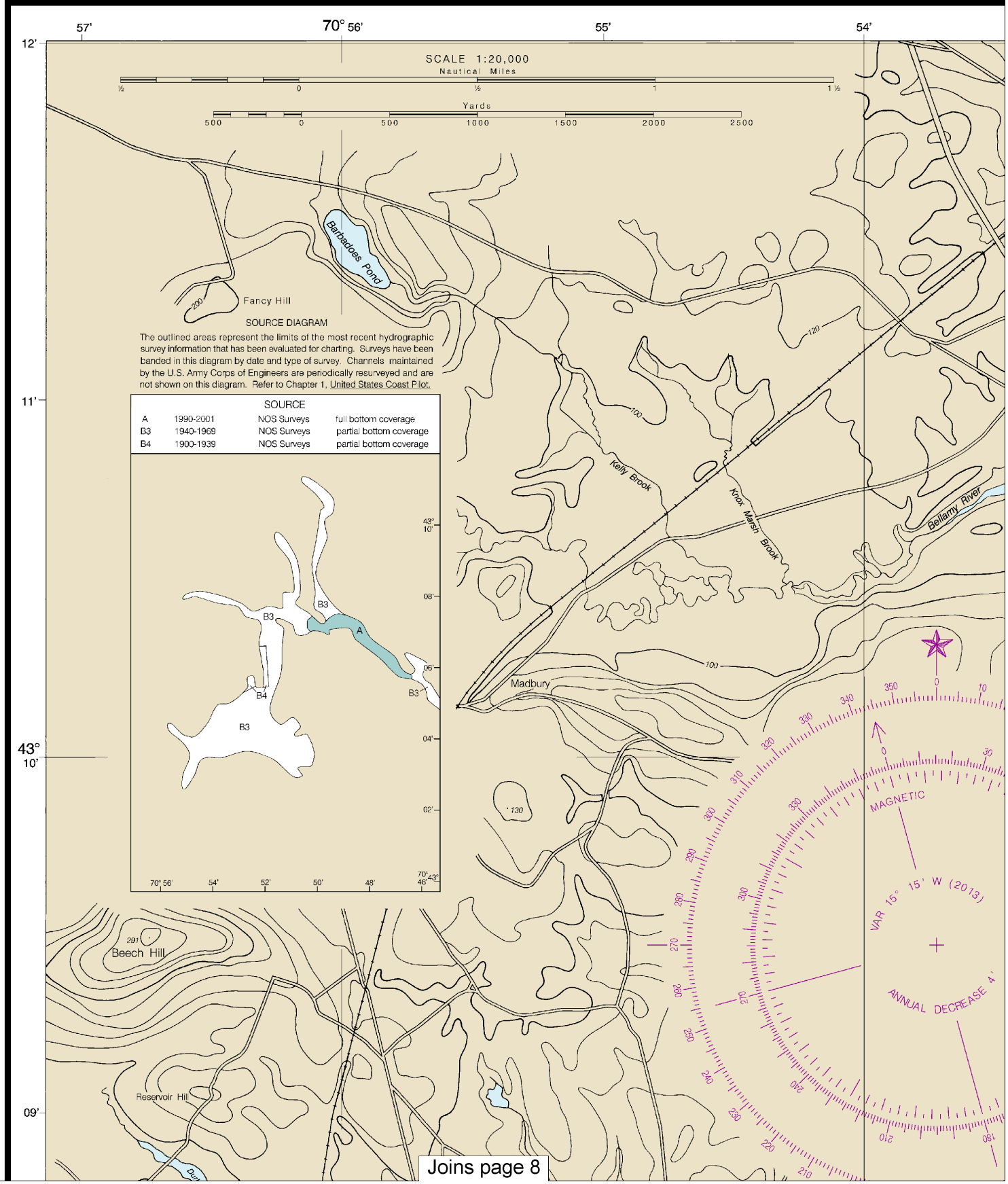


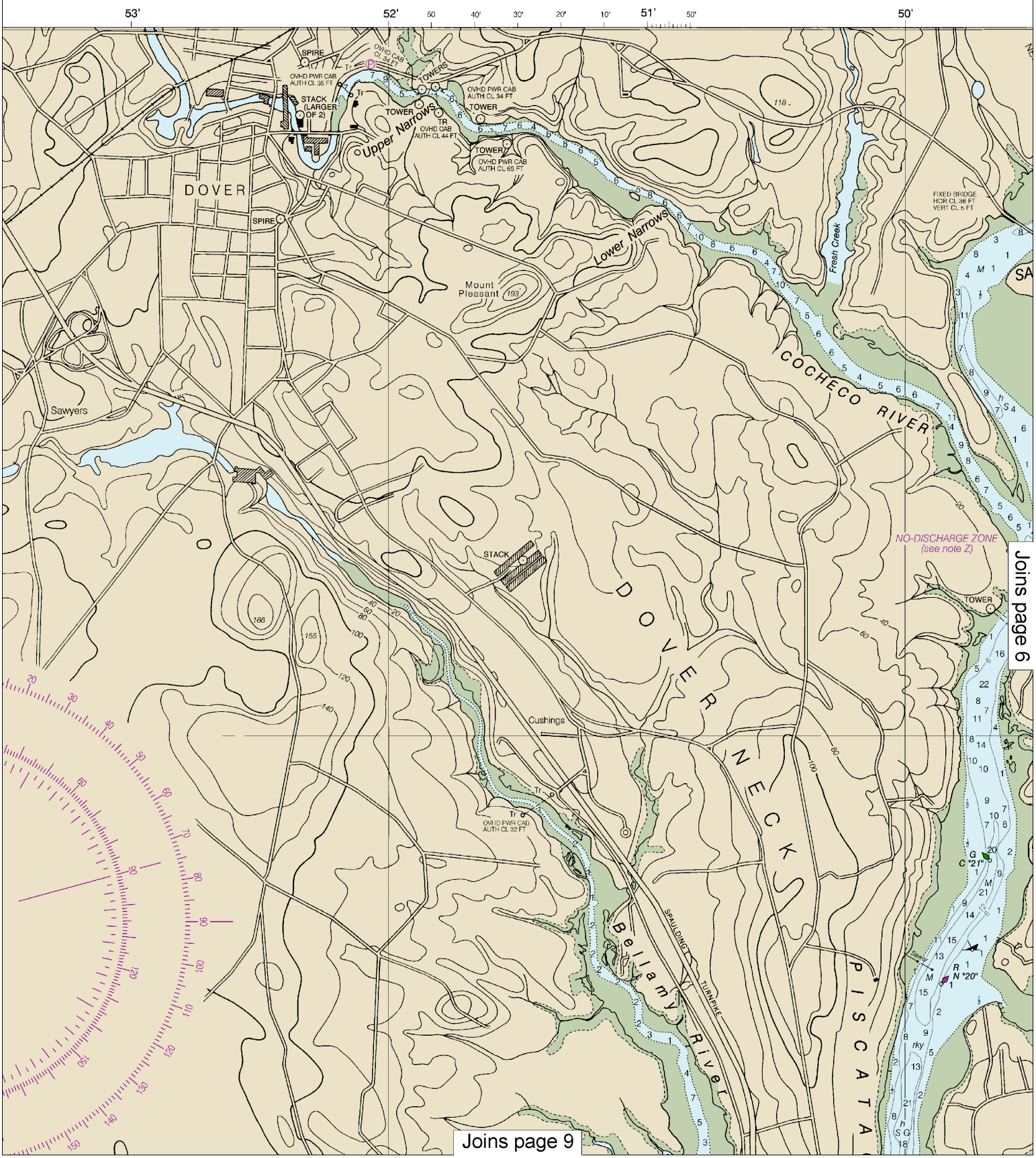
Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½
Yards
500 0 500 1000 1500 2000 2500



This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:26666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~

See Note on page 5.

Nautical Miles

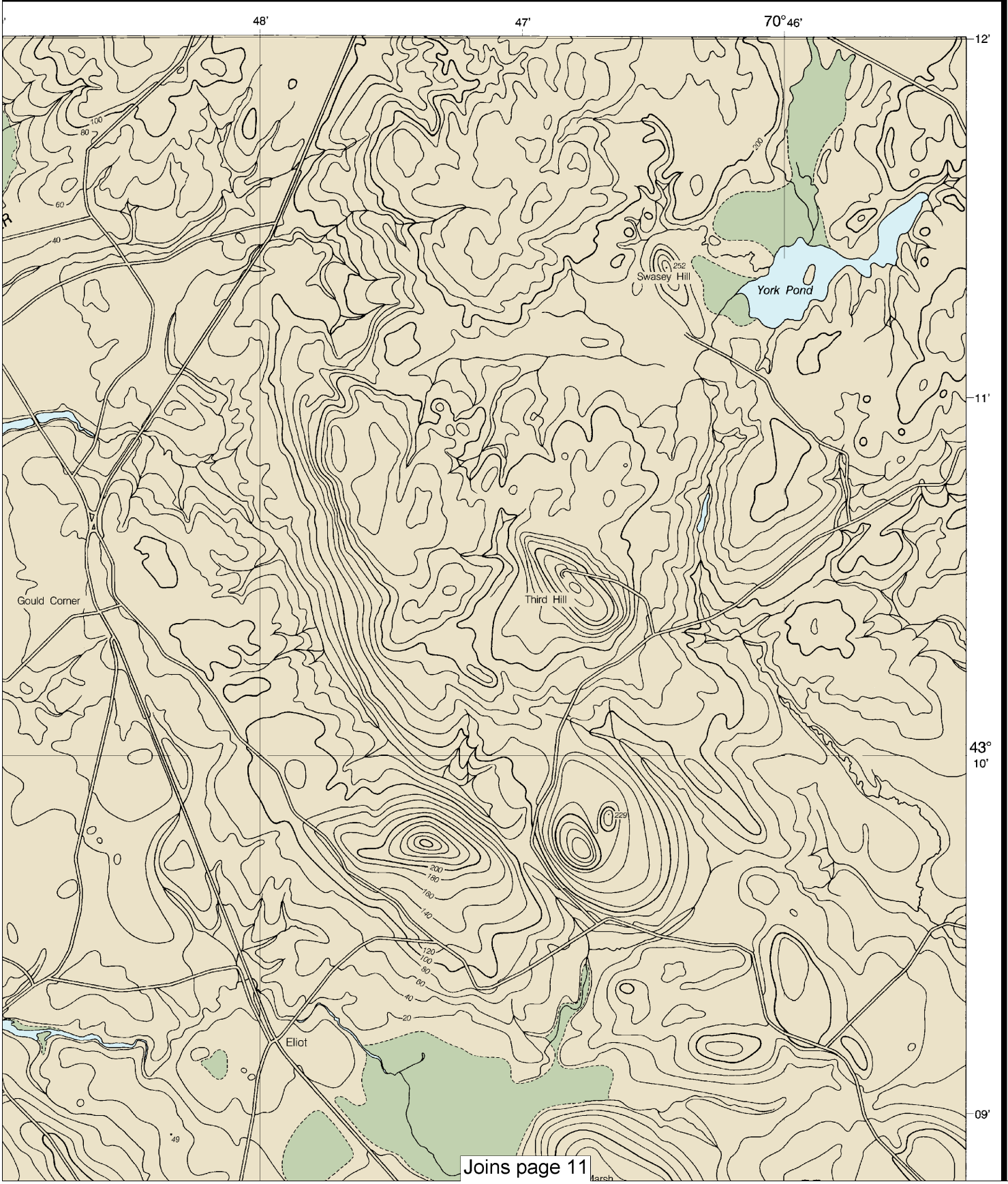
0 1 1½

Yards

500 0 500 1000 1500 2000 2500

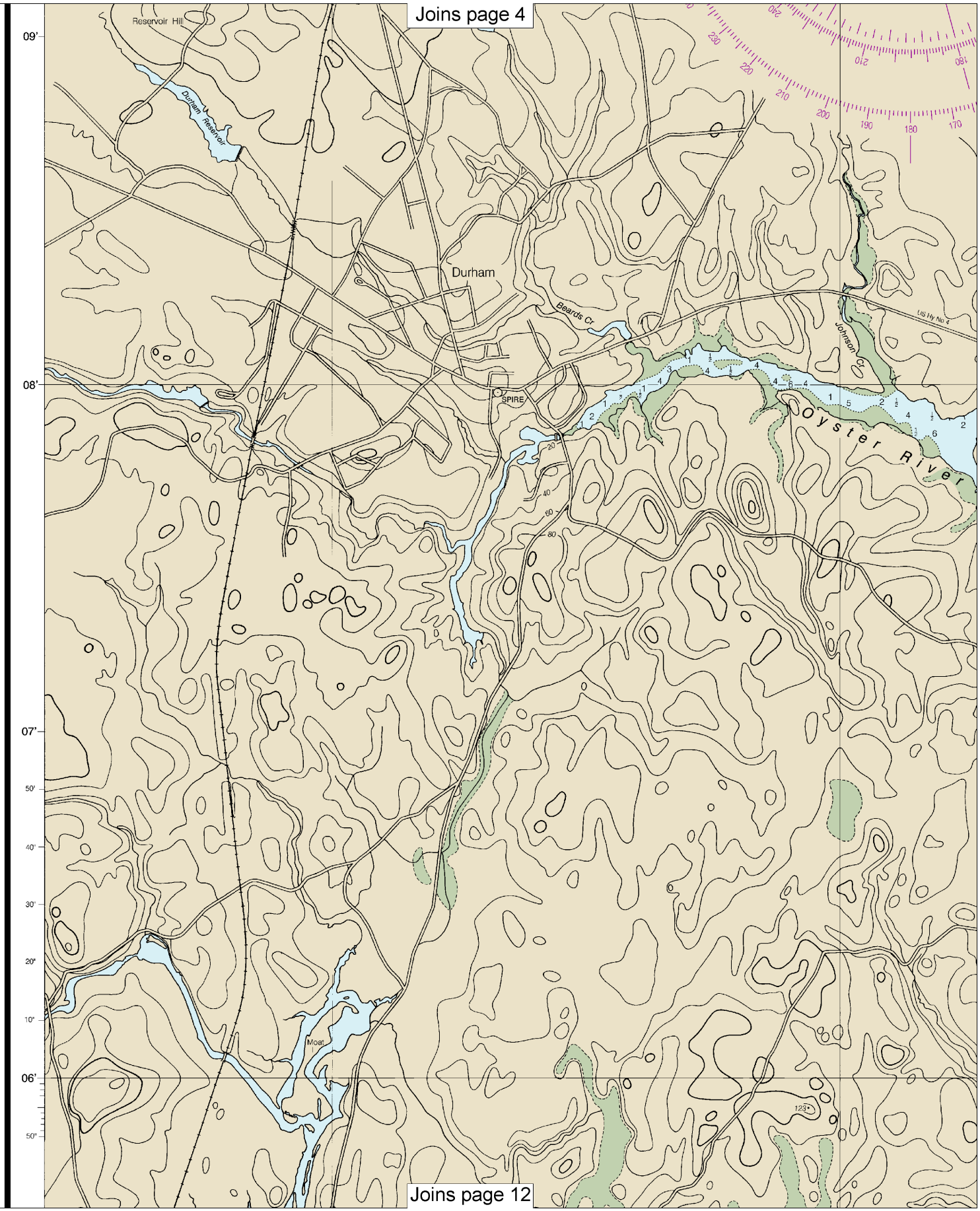
SOUNDINGS IN FEET

13285



Last Correction: 2/12/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

Joins page 4



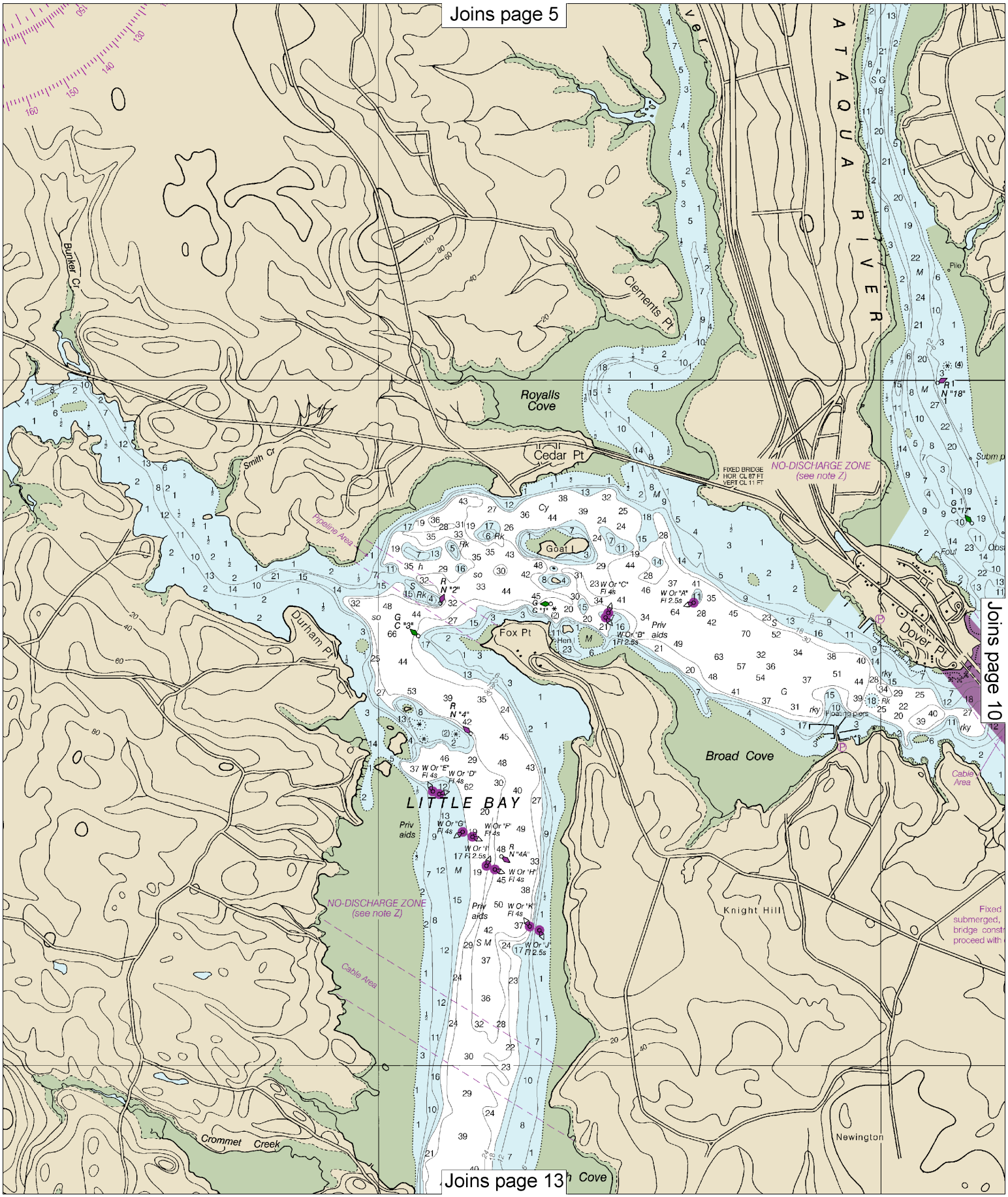
Joins page 12

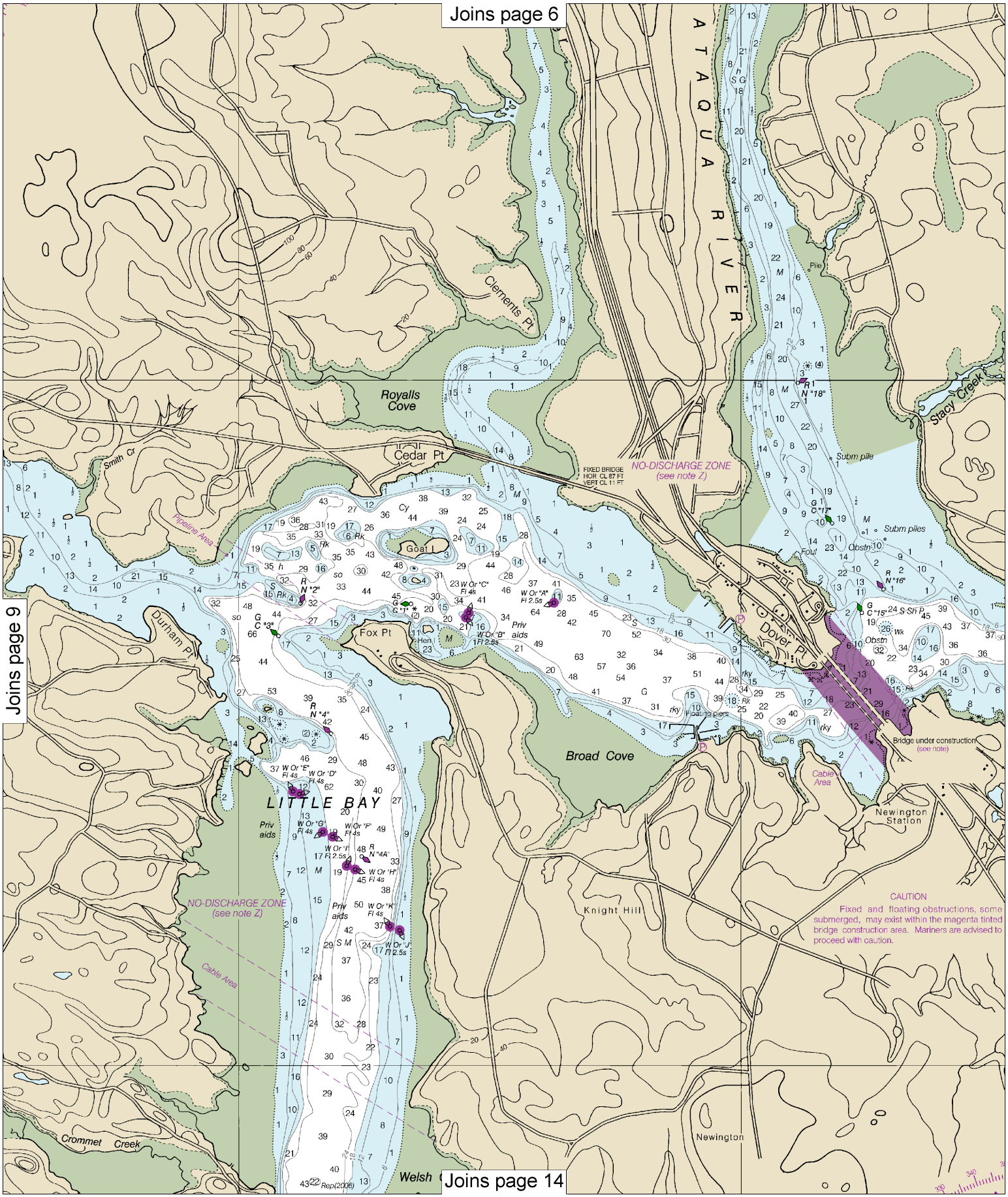
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0 1 1½

Yards
500 0 500 1000 1500 2000 2500


Joins page 5
Joins page 10
Joins page 13
ATAQUA RIVER
Bunker Cr
Clements Pt
Royalls Cove
Cedar Pt
Smith Cr
Pipeline Area
NO-DISCHARGE ZONE (see note Z)
FIXED BRIDGE HOR CL 87 FT VERT CL 11 FT
Goat I
Fox Pt
Durham Pt
Dover Pt
Broad Cove
LITTLE BAY
Priv aids
Cable Area
Knight Hill
Fixed submerged, bridge constr proceed with
Crommet Creek
Newington
Cove



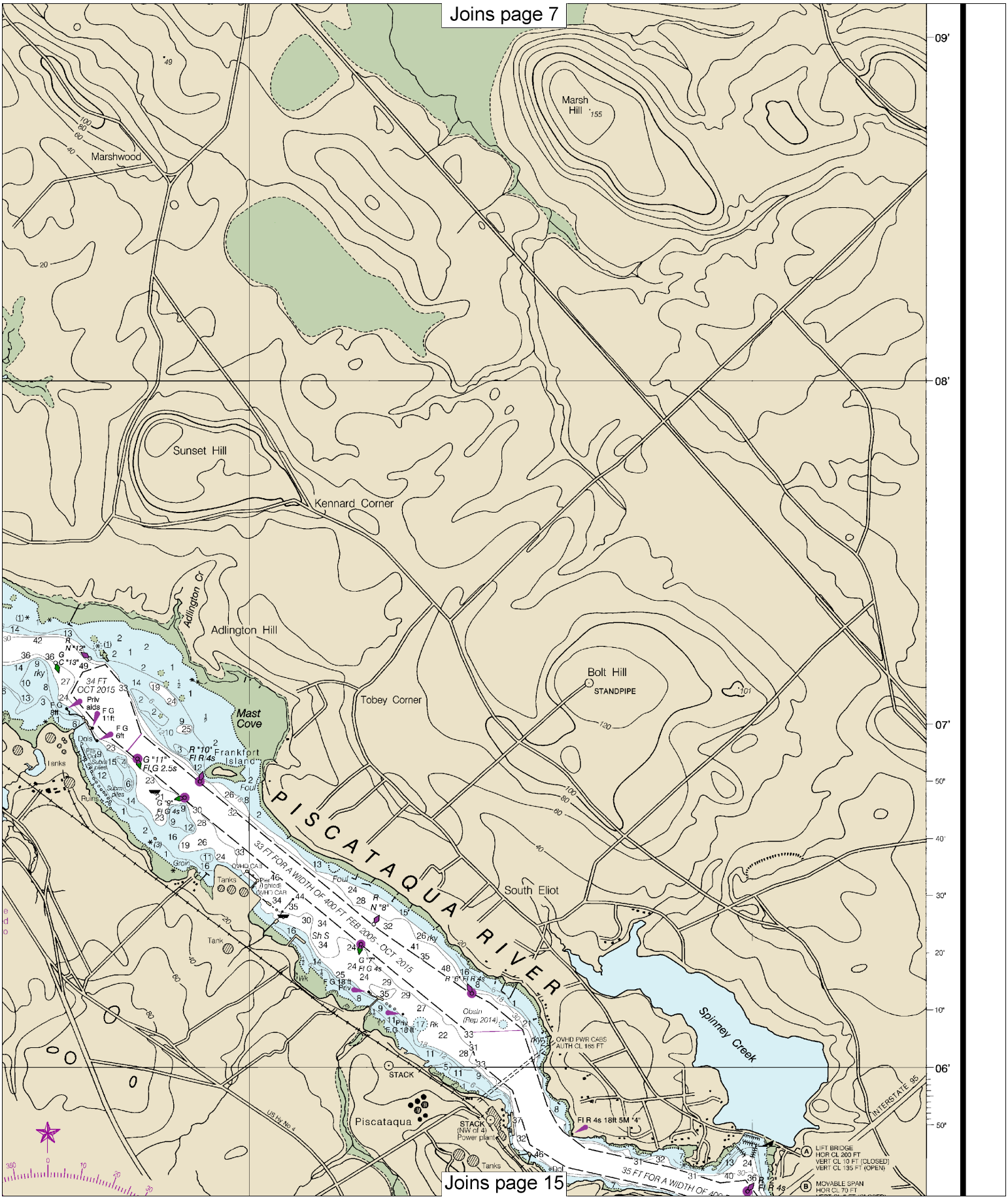
10

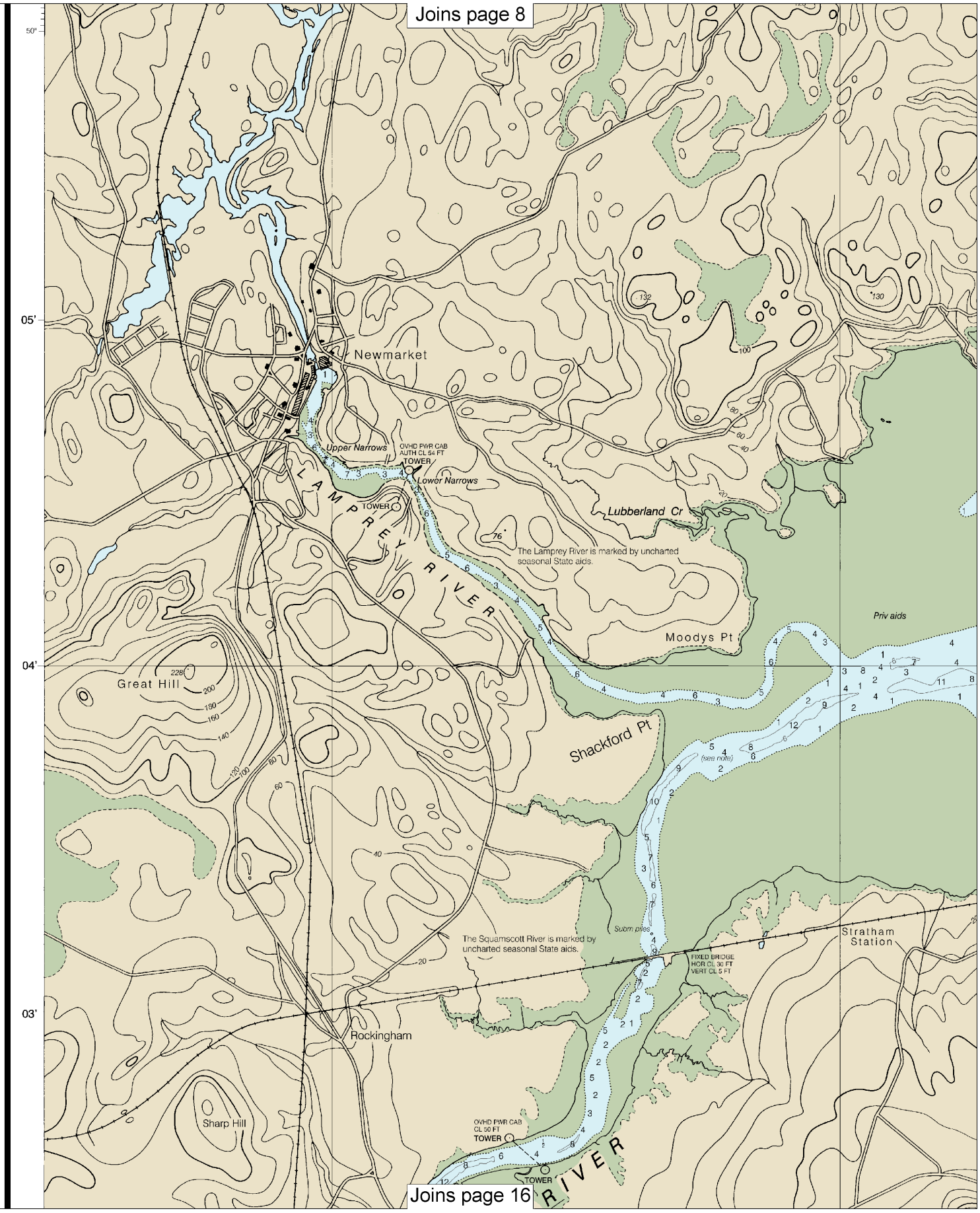
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 7
Marsh Hill
155
Marshwood
Sunset Hill
Kennard Corner
Adlington Cr
Adlington Hill
Bolt Hill
STANDPIPE
Tobey Corner
Mast Cove
Frankfort Island
PISCATAQUA RIVER
South Eliot
Spinney Creek
STACK
Piscataqua
STACK (NW of 4) Power plant
Tanks
Ruins
Tank
Obstn (Rep 2014)
OVHD PWR CABS AUTH CL 185 FT
LIFT BRIDGE HOR CL 200 FT VERT CL 10 FT (CLOSED) VERT CL 135 FT (OPEN)
MOVABLE SPAN HOR CL 70 FT
INTERSTATE 95
US Rte No. 4
35 FT FOR A WIDTH OF 400 FT FEB 2005 - OCT 2015
34 FT OCT 2015
Joins page 15
09'
08'
07'
06'
50'
40'
30'
20'
10'



Note: Chart grid lines are aligned with true north.

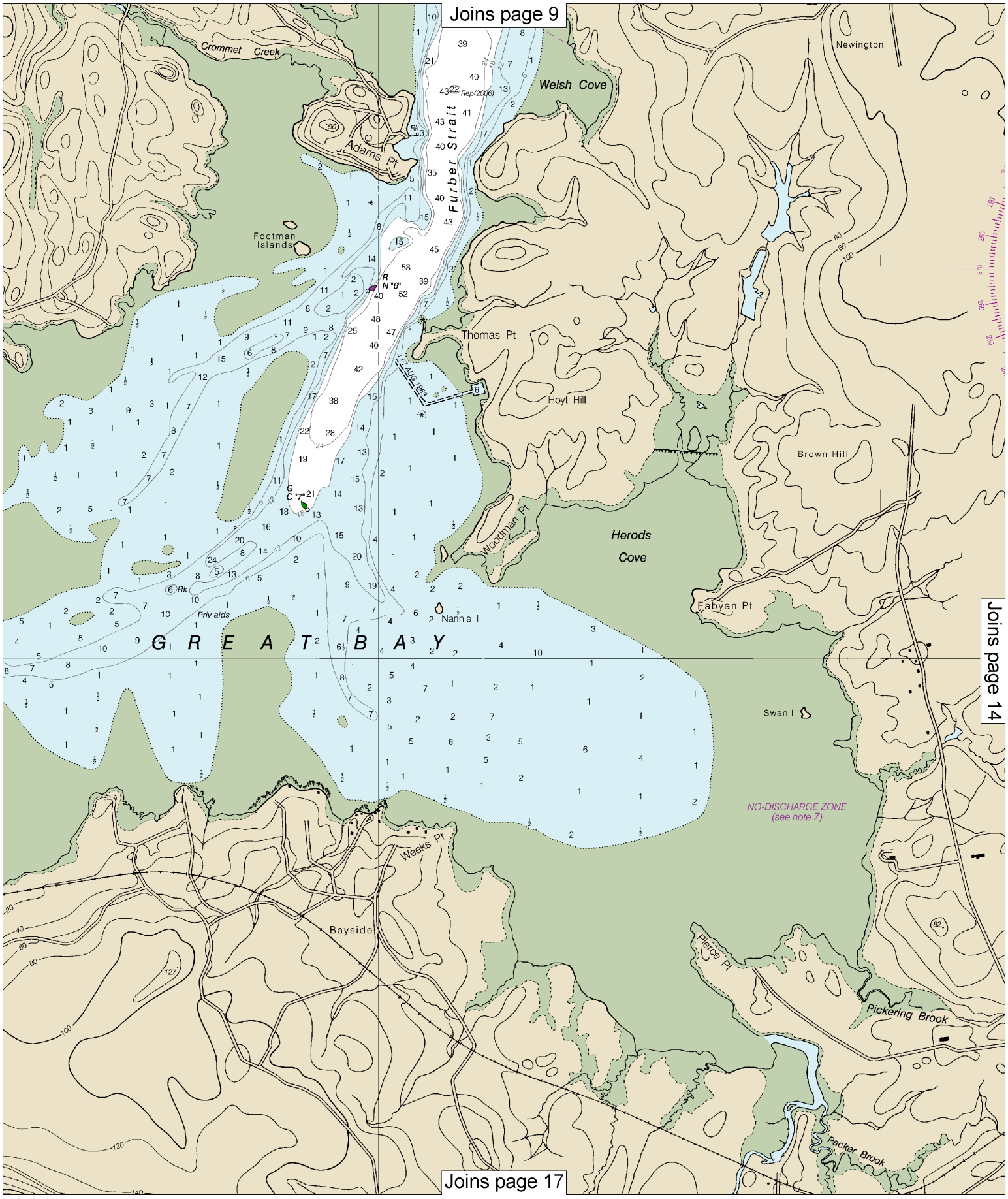
Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

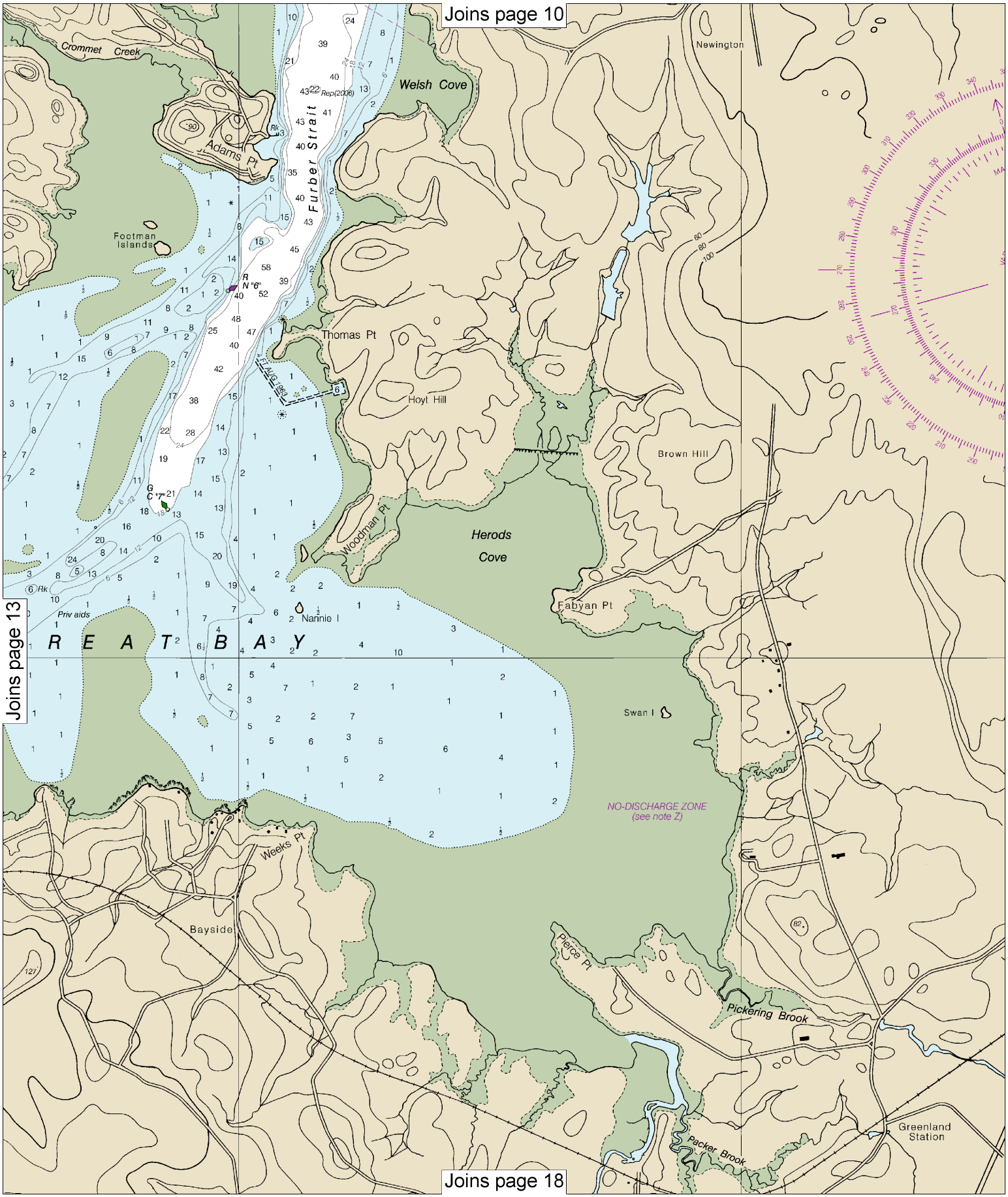
Nautical Miles

0 1 1½

Yards

500 0 500 1000 1500 2000 2500


Joins page 9
Crommet Creek
Welsh Cove
Newington
Adams Pt
Furber Strait
Rep(2006)
Footman Islands
Thomas Pt
Hoyt Hill
Brown Hill
Woodman Pt
Herods Cove
Fabyan Pt
Nannie I
Priv aids
G R E A T B A Y
Swan I
NO-DISCHARGE ZONE
(see note Z)
Weeks Pt
Bayside
Pierce Pt
Pickering Brook
Packet Brook
Joins page 14
Joins page 17



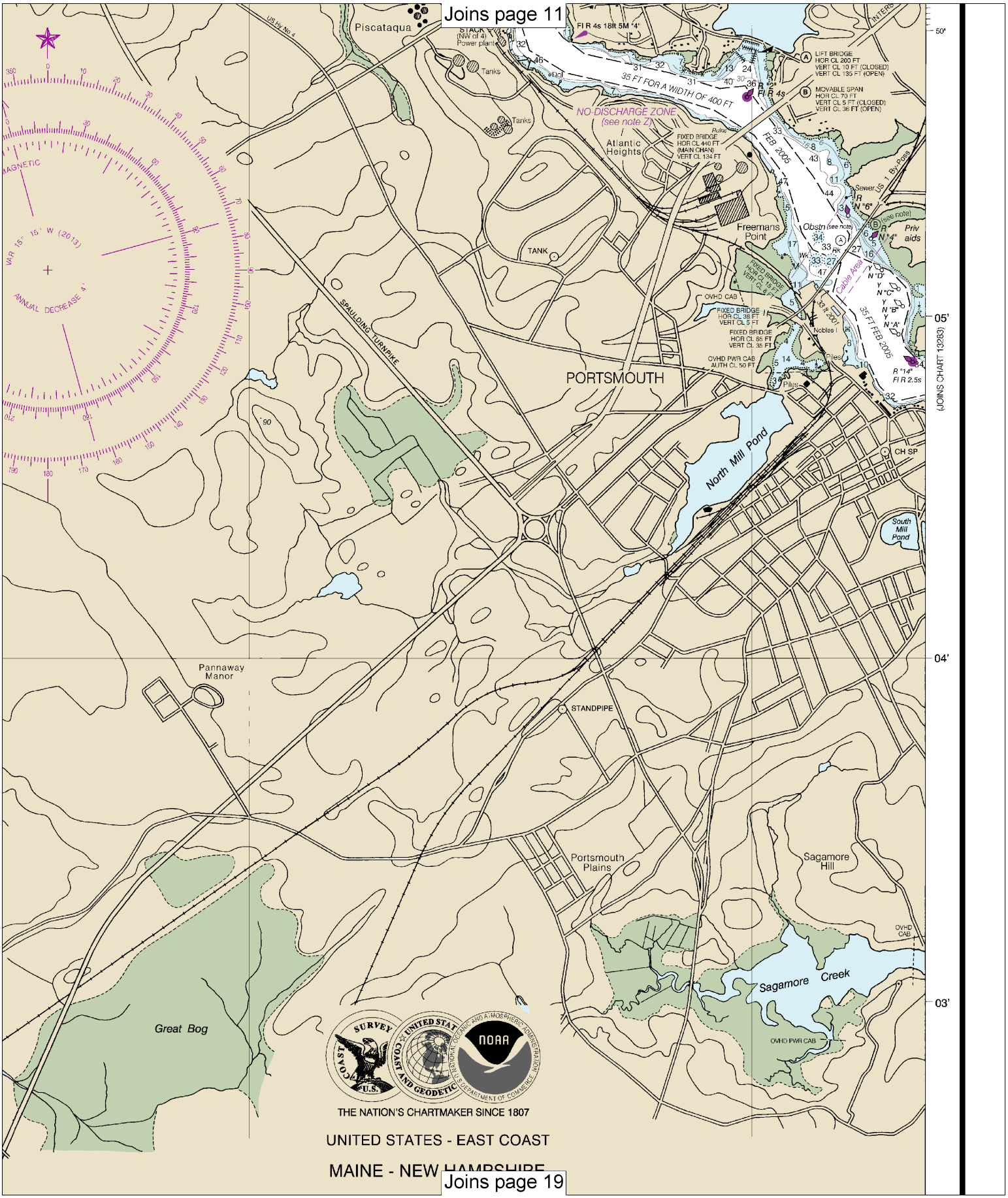
14

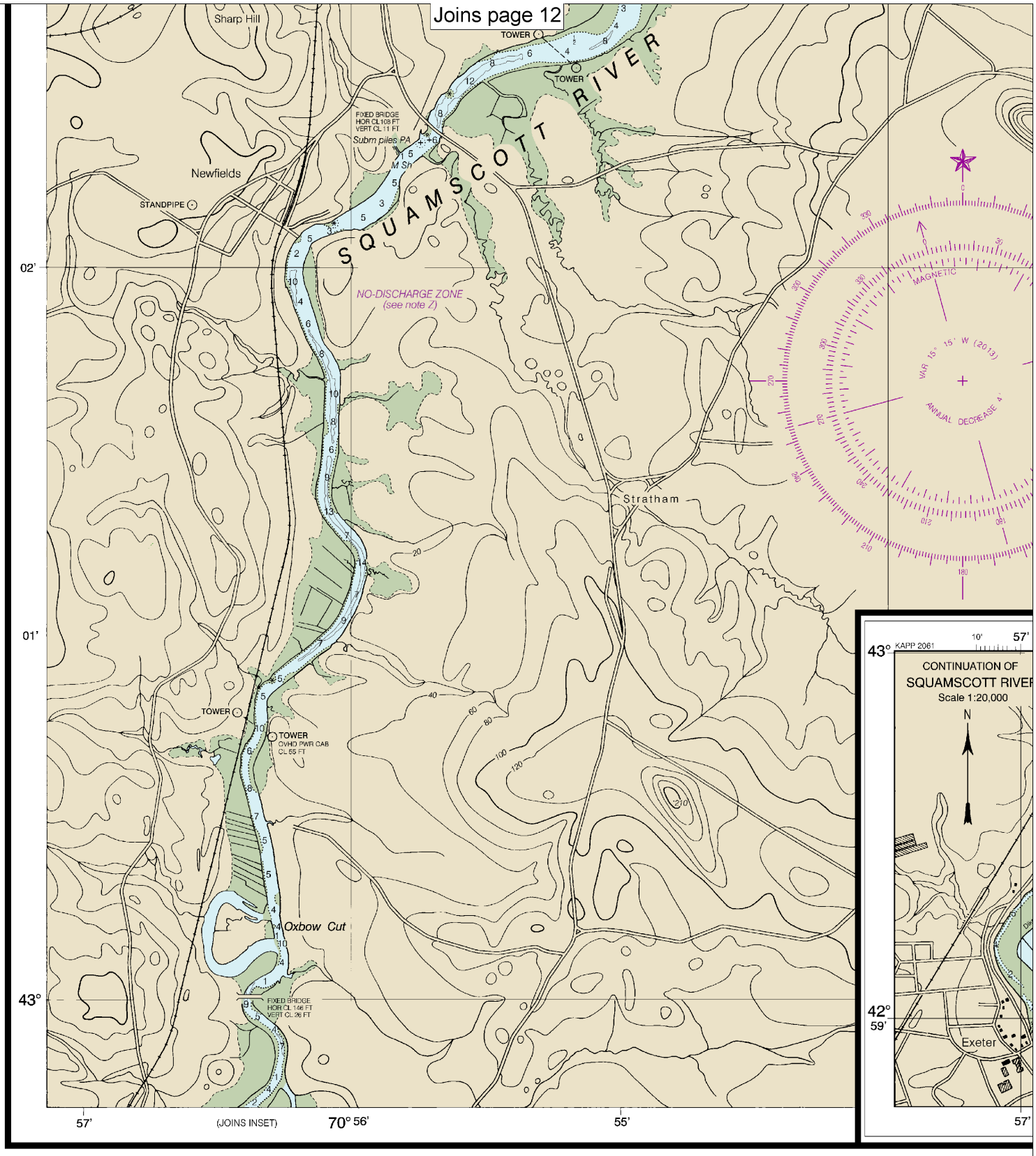
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0, 1, 1 ½

Yards: 500, 0, 500, 1000, 1500, 2000, 2500


Joins page 11
Piscataqua
STACK (NW of 4) Power plant
Tanks
Tanks
FlR 4s 18ft 5M "4"
35 FT FOR A WIDTH OF 400 FT
NO DISCHARGE ZONE (see note Z)
Atlantic Heights
Ruins
FIXED BRIDGE HOR CL 440 FT (MAIN CHAN) VERT CL 134 FT
LIFT BRIDGE HOR CL 200 FT VERT CL 10 FT (CLOSED) VERT CL 135 FT (OPEN)
MOVABLE SPAN HOR CL 70 FT VERT CL 5 FT (CLOSED) VERT CL 36 FT (OPEN)
FlR 4s
FEB 2005
Sewer
US 1 By-Pass
Freemans Point
Obstn (see note)
Priv aids
TANK
Cable Area
FIXED BRIDGE HOR CL 15 FT VERT CL 7 FT
OVHD CAB
FIXED BRIDGE HOR CL 38 FT VERT CL 5 FT
FIXED BRIDGE HOR CL 65 FT VERT CL 35 FT
OVHD PWR CAB AUTH CL 50 FT
Nobles I
Piles
35 FT FEB 2005
R "14" FlR 2.5s
PORTSMOUTH
SPAULDING TURNPIKE
North Mill Pond
CH SP
South Mill Pond
Pannaway Manor
STANDPIPE
Portsmouth Plains
Sagamore Hill
OVHD CAB
Sagamore Creek
OVHD PWR CAB
Great Bog
MAGNETIC
VAR 15° 15' W (2013)
ANNUAL DECREASE 4'
THE NATION'S CHARTMAKER SINCE 1807
UNITED STATES - EAST COAST
MAINE - NEW HAMPSHIRE
Joins page 19
50'
05'
04'
03'
(JOINS CHART 13283)



12th Ed., Feb. 2013

13285

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SOUNDINGS

Last Correction: 2/12/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

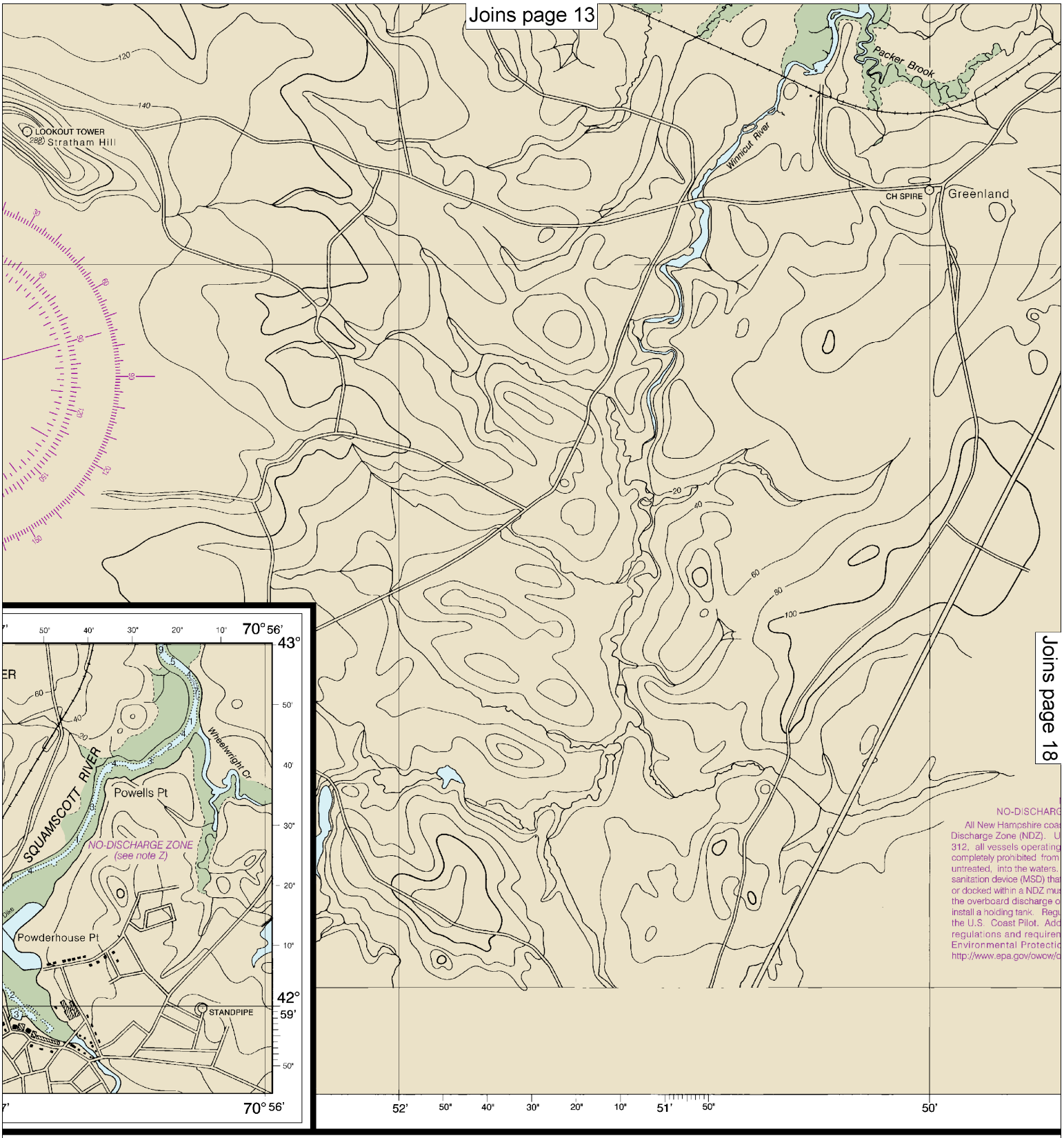
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles: 0 — 1 — 1 ½

Yards: 500 — 0 — 500 — 1000 — 1500 — 2000 — 2500

Joins page 13



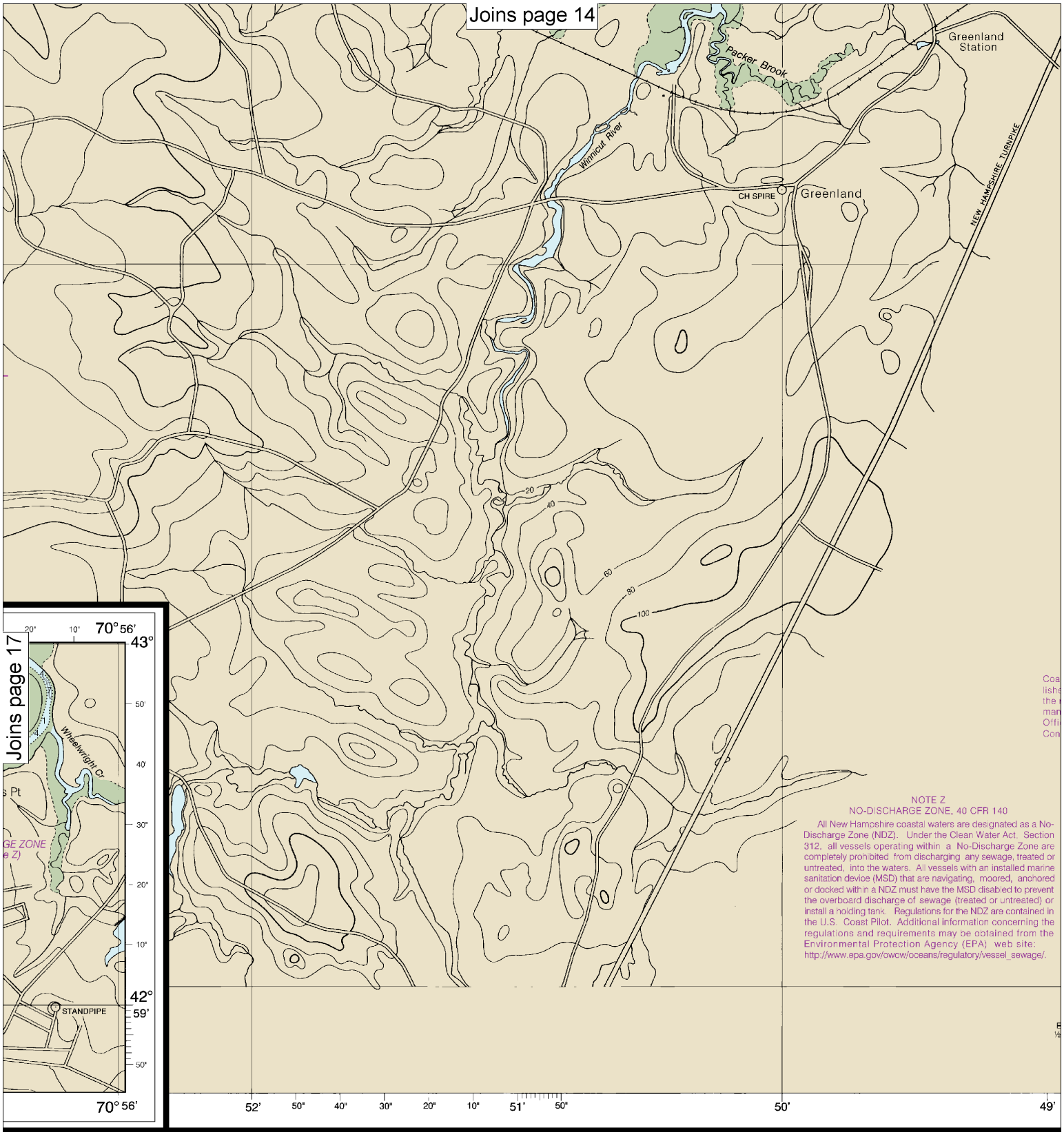
Joins page 18

NO-DISCHARG
All New Hampshire coas
Discharge Zone (NDZ). U
312, all vessels operating
completely prohibited from
untreated, into the waters.
sanitation device (MSD) tha
or docked within a NDZ mus
the overboard discharge o
install a holding tank. Regu
the U.S. Coast Pilot. Add
regulations and requiren
Environmental Protectio
http://www.epa.gov/owow/c

IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Joins page 14



Joins page 17

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:20,000~~ See Note on page 5.

Nautical Miles
0
1
1 ½

Yards
500
0
500
1000
1500
2000
2500

 Joins page 15

UNITED STATES - EAST COAST

MAINE - NEW HAMPSHIRE

PORTSMOUTH TO DOVER AND EXETER

Mercator Projection
Scale 1:20,000 at Lat 43°06'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov

TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Salmon Falls River Entrance	(43°11'N/070°50'W)	7.4	7.0	0.2
Dover Point	(43°07'N/070°50'W)	7.0	6.6	0.2
Portsmouth	(43°05'N/070°45'W)	8.5	8.1	0.3
Squamscott River RR. Bridge	(43°03'N/070°55'W)	7.4	7.0	0.2

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Dec 2012)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing
G green
IQ interrupted quick
Iso isophase
Lt HO lighthouse
M nautical mile
m minutes
MICRO TR microwave tower
Mkr marker
Mo morse code
N nun
OBSC obscured
Oc occulting
Or orange
Q quick
R red
Ra Ref radar reflector
R Bn radiobeacon
R TR radio tower
Rot rotating
s seconds
SEC sector
St M statute miles
VQ very quick
W white
WHIS whistle
Y yellow

Bottom characteristics:

Blds boulders
bk broken
Cy clay
Co coral
G gravel
Grs grass
gy gray
h hard
M mud
Oys oysters
Rk rock
S sand
so soft
Sh shells
sy sticky

Miscellaneous:

AUTH authorized
ED existence doubtful
Obstn obstruction
PA position approximate
PD position doubtful
Rep reported
Subm submerged

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

Ⓟ Pump-out facilities

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Portland, ME	KDO-95	162.550 MHz
Boston, MA	KHB-35	162.475 MHz
Concord, NH	WXJ-40	162.400 MHz
Essex Marine, MA	WNG-574	162.425 MHz
Stratham, NH	KZZ-40	162.450 MHz

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning these regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.316" northward and 1.802" eastward to agree with this chart.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

02'

01'

43°

SCALE 1:20,000

Nautical Miles
½ 0 ½ 1 1½

Yards
500 0 500 1000 1500 2000 2500

48' 47' 70° 46'

1138.6 X 802.6 mm

FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Portsmouth to Dover and Exeter
SOUNDINGS IN FEET - SCALE 1:20,000

13285

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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